



GRAVE CRISIS IN SAMOA.

THE FLAGSHIP PHILADELPHIA GOING TO THE ISLANDS.

INTERESTS OF THIS COUNTRY TO BE FULLY PROTECTED—NO THOUGHT OF ABANDONING PARTICIPATION IN THE GOVERNMENT.

(BY TELEGRAPH TO THE TRIBUNE.)
Washington, Jan. 19.—The settled policy of the Administration to afford ample protection to American interests in the Samoan Islands was emphasized to-day by preparations in the Navy Department to send the flagship Philadelphia, of the Pacific station, with all dispatching to Apia, where the trouble between conflicting interests, which has been increasing steadily for the last three or four months has finally reached an acute stage, according to official advices received by the State Department in the last twenty-four hours. These advices, which came by way of Auckland, give none of the sensational details conveyed in press dispatches, but indicate a condition of sufficient gravity to require prompt action by

for all emergencies likely to arise. The Navy Department officials have no thought of sending the Oregon from Honolulu, nor can any of Admiral Dewey's ships be spared from the Philippines, according to present prospects, for several months after the Peace Treaty is ratified.

EJECTED THE GERMAN CONSUL.

A SHORT-LIVED USURPATION OF JUDICIAL AUTHORITY AT APIA.

JOINT MEASURES BY THE BRITISH AND AMERICAN CONSULS PROVE EFFECTIVE.—THE SUPREME COURT UPHOLD.

London, Jan. 19.—A special dispatch from Auckland, N. Z., says the British and American consuls were compelled to force the doors of the Supreme Court at Apia, Samoa, in which the German Consul had established himself, and to push him into the street.

All parties at Apia, the special dispatch continues, unite in condemning the German Consul for the fighting which has taken place between the rival Kings. It is pointed out that in violation of all agreements the Consul accompanied Mataafa's forces when the claimant invaded the town, and encouraged the opposition to Malletoa Tanus.

When the British and American consuls were informed as to the situation they adjourned court and locked the building. The German

been received from United States Consul Osborn at Apia, but as to their nature the officials had nothing to say beyond that they went to confirm the news dispatches printed this morning.

EXCEEDED THEIR AUTHORITY.

BELIEF THAT GERMANY WILL DISAVOW THE ACTS OF HER REPRESENTATIVES IN SAMOA.

Washington, Jan. 19.—The immediate effect of the publication in the morning papers of the news from Samoa was to bring to the State Department Sir Julian Pauncefote, the British Ambassador, and Baron Speck von Sternberg, the secretary of the German Embassy. Under the strict rules laid down for the government of diplomatic intercourse, neither Secretary Hay nor the two diplomats named would say anything whatever as to the nature of the conversation between them. The deepest concern is felt by all three parties to the agreement.

The common belief is that the German representatives in Samoa, in acting in the arbitrary manner they did, completely exceeded their instructions from their own Government. It is certain that they exceeded the authority with which they were clothed by the Treaty of Berlin, and it is expected that the German Government will unhesitatingly condemn their actions as soon as it has become officially advised as to

BRITAIN TAKES THE SOUDAN

FORMAL CONVENTION WITH EGYPT SIGNED AT CAIRO.

GIVING EFFECT TO THE CLAIMS THAT HAVE ACCRUED TO GREAT BRITAIN IN THE RECONQUEST OF THE LOST TERRITORIES ON THE NILE.

Cairo, Jan. 19.—"The Official Gazette" to-day publishes a convention between Great Britain and Egypt relating to the future government of the reconquered Soudan provinces.

After reciting that the provinces were reconquered by the joint military and financial efforts of the British and Khedivial governments, and setting forth the desire to give effect to the claims that have accrued to Her Britannic Majesty's Government by right of conquest—and future working and development of the administration of the territories—pointing out that the territories of Wady Halfa and Suakim may be most effectively administered in conjunction with the reconquered provinces, the convention proceeds as follows:

"It is hereby agreed and declared between the undersigned, duly authorized, that the word Soudan in this agreement means all the territories south of the twenty-second parallel of latitude which have never been evacuated by the Egyptian troops since 1882, or which, having been administered by the Khedive's Government prior to the late rebellion, were temporarily lost to Egypt and have been reconquered by the British and Egyptian governments acting in concert, or which may hereafter be reconquered by the two governments acting in concert.

"The British and Egyptian flags shall be used together on both land and water throughout the Soudan, except in Suakim, where the Egyptian flag alone shall be used.

"The supreme military and civil command in the Soudan shall be vested in one officer, termed the Governor-General, appointed by Khedivial decree, with the consent of Great Britain, and to be removed only by Khedivial decree with the consent of Great Britain."

The next clause gives the Governor-General absolute power to make, alter or abrogate by proclamation laws, orders or regulations for the good government of the Soudan and for the regulation, holding, disposal and devolution of property of every kind situated in the Soudan; but all such proclamations must forthwith be notified to the agent of Her Britannic Majesty at Cairo and to the President of the Khedivial Council. No Egyptian law, decree or enactment hereafter made or promulgated is to apply to any part of the Soudan save by the proclamation of the Governor-General.

Regarding the conditions under which Europeans shall be permitted to trade, reside or hold property in the Soudan, the convention says: "No special privileges shall be accorded the subjects of any one or more Powers. Import duties shall not be levied on goods from Egyptian territory, but they shall be leviable on goods from elsewhere. In the case of goods entering the Soudan at Suakim, or any other Red Sea port, the duties must not exceed the amount leviable upon foreign goods entering Egypt. Duties may be levied upon goods leaving the Soudan, the rates to be prescribed by proclamation."

The convention provides that the jurisdiction of the mixed tribunals shall apply to no part of the Soudan except Suakim, and the whole Soudan, except Suakim, shall remain under martial law until the Governor-General proclaims otherwise. No consular agents shall be accredited to or allowed to reside in the Soudan without the previous consent of Great Britain. The importation or exportation of slaves is absolutely prohibited, and special attention is to be paid to the enforcement of the Brussels Act of July 2, 1890, in respect to the import, sale and manufacture of firearms, munitions and distilled or spirituous liquors.

The convention, which is dated at Cairo, January 18, 1899, is signed by the Khedivial Minister of Foreign Affairs, Boutros Pacha Ghail, and by Lord Cromer, British Agent and Consul-General in Egypt.

THE SULTAN MAY PROTEST.

London, Jan. 20.—"The Times" referring editorially to the Anglo-Egyptian convention regarding the Soudan, expresses approval of the agreement, which it describes as "eminently practical and sagacious."

"The Standard" says: "It is reasonably certain that some diplomatic trouble will follow. The Sultan will probably protest against the ostentatious neglect of his suzerain title, and France, doubtless, will leave nothing undone to nurse the displeasure of the Porte into a serious international ferment."

COURT OF CASSATION UPHELD.

CONFIDENCE IN THE TRIBUNAL EXPRESSED BY THE FRENCH CHAMBER.

Paris, Jan. 19.—The Senate to-day indulged in another somewhat noisy debate on the subject of the alleged partiality and slowness of the Court of Cassation.

The Minister of Justice, M. Lebret, defended the Court and urged the necessity of maintaining a separation between legislative and judicial powers. He also said that M. Quesnay de Beaurepaire's resignation of the Presidency of the Civil Section of the Court of Cassation was due to pique, because he thought that insufficient deference had been shown him.

A resolution approving the views of the Minister of Justice was adopted by a vote of 212 to 28.

IN SEVILLE CATHEDRAL.

ALLEGED BONES OF COLUMBUS REINTERRED WITH GREAT CEREMONY.

Seville, Jan. 19.—The Spanish auxiliary cruiser Giralda (formerly Mr. Macdonald's yacht) arrived here this morning with the reputed ashes of Columbus on board, which had been transferred from the cruiser Conde de Venadito, on which they were brought from Havana. The municipal authorities took charge of the coffin on board. The Giralda fired a salute, to which the land batteries replied, and the procession was then formed and the coffin transferred to the celebrated Cathedral of Seville.

The route to the cathedral from the wharf was thronged, troops and sailors being drawn up on each side of the way. The Chapter of the cathedral received the remains, which will lie in state until finally placed in the vault. After another salute the funeral service was celebrated in the presence of an enormous crowd.

FEDERALISTS WIN IN BOLIVIA.

PRESIDENT ALONSO'S FORCES DEFEATED AND MANY PRISONERS TAKEN.

Lima, (via Galveston, Tex.), Jan. 19.—According to trustworthy advices from the seat of war in Bolivia, the Federalist troops (the insurgents), who now occupy the capital, La Paz, have had an engagement with two battalions of President Alonso's forces, defeating them and taking a large number of prisoners, who have been carried to La Paz.

Great enthusiasm prevails in the capital, and the complete victory of the revolution at an early day is expected.

Fresh Air in your homes insures health. DeLong Ventilator Co., 128 Fulton-st., N. Y.—Adv't.

RIOS SENDS MORE BLUE NEWS.

INSURRECTION IN THE SOUTHERN PHILIPPINES GROWING, HE INFORMS MADRID.

Madrid, Jan. 19.—The War Office has received a dispatch from General Rios, in command of the Spanish troops in the Philippines, concerning the officials who maintain the greatest reserve.

The dispatch of General Rios announces the departure of Spanish troops homeward, and says the situation at Manila is unchanged. Still, according to his advice, the insurrection in the island of Mindanao, against the Americans, is growing rapidly; numerous Mahometans are there, and fanatics are scouring the country preaching a holy war.

It is further asserted that the island of Zebu is in full revolt.

PHILIPPINE CABLE INTERRUPTED.

The Commercial Cable Company yesterday afternoon sent out the following notice:

We are advised that telegraphic communication with the islands of Panay, Negros and Zebu, Philippine Islands, is temporarily interrupted.

MR. CHOATE CONFIRMED.

QUEEN VICTORIA SAYS SHE WILL BE GLAD TO RECEIVE HIM AS AMBASSADOR.

Washington, Jan. 19.—The Senate to-day confirmed the nomination of Joseph H. Choate, of New-York, to be Ambassador to Great Britain.

Mr. Choate, the United States Chargé d'Affaires in London, has called to the State Department, said that Queen Victoria would be glad to receive Mr. Choate as Ambassador.

THE ALESIA'S MANY PERILS.

WHILE IN DISTRESS HERSELF SHE TRIED TO HELP THE GLENDEOWER'S CREW.

Queenstown, Jan. 19.—The Hamburg-American Line steamer Alesia, which left Hamburg on December 27 for Boston, and which signaled Kinsale yesterday that her rudder was damaged and that her machinery was working badly, has reached this port in safety. She will repair here and proceed.

The captain of the Alesia says he never before met with such terrible gales. Immediately after he passed Land's End these began, and he had a continuous experience of frightful storms. He made slow headway to the westward until the 11th, when it blew a perfect hurricane. The steamer's decks were swept by enormous seas, which smashed her steam steering gear. Recourse was then had to the hand gear, but the wheel was soon demolished by a huge wave that nearly carried several of the crew overboard. The rudder head also was broken, the vessel becoming almost unmanageable and drifting helplessly at the mercy of the storm.

That afternoon the Alesia sighted the Glendower (British), from Philadelphia, December 25, for Sligo, which signalled that she was sinking and wanted her crew taken off.

"We were anxious to send a boat," said the captain, "but owing to our disabled condition we could not get the Alesia into a position to lower one. We stood by the Glendower all night. The seas mercilessly swept her decks, and the crew crouched in sheltered parts, awaiting rescue. But we were powerless to help her. On the morning of January 12 we sighted the British steamer Harrower, Captain Harris, which left Boston on January 4 for London. We informed her of the Glendower's condition, and then headed for Queenstown.

"Kinsale was sighted yesterday." After signalling for assistance we deemed it prudent to keep well out to sea until dawn, when we shaped our course for Queenstown. After a time we began to meet tugs, and a harbor pilot, and at last the aid of a harbor pilot and the tug we managed to steer the Alesia into the harbor."

The Alesia's passengers were pretty badly frightened, but are all in good health.

A BRAVE RESCUE AT INDIAN HARBOR.

E. C. BENEDICT'S BUTLER SAVED FROM DROWNING BY THE STEWARD OF THE ONEIDA.

Greenwich, Conn., Jan. 19 (Special).—Joseph Parkin, E. C. Benedict's butler, narrowly escaped drowning last Friday while walking on the ice near Mr. Benedict's home, at Indian Harbor. He endeavored to cross a space of one hundred feet or so between the boathouse and the yacht Oneida, when the ice gave way. Charles Peterson, steward of the Oneida, seized a rope and crawled on the ice to the man's assistance, succeeding in dragging him to the boat. In recognition of this act Captain Fickett, J. Reehl, chief engineer, and A. G. Hummel, engineer, who saw the affair, drew up a testimonial and presented it, along with a medal, to Peterson on Tuesday night.

RECORD FOR EXCHANGE SEATS BROKEN.

TWO SOLD YESTERDAY, ONE FOR \$35,000 AND THE OTHER, IT IS SAID, FOR A LARGER SUM.

The price of seats on the Stock Exchange is keeping pretty even pace with the increase in the daily volume of trading on the floor of the Exchange. A new record price was established yesterday, when William Tilton sold his seat on the Exchange to John Henry Townsend for \$35,000, and Henry De Biller sold his seat to Henry H. Cone for a sum said to be in excess of \$35,000.

It is reported that \$30,000 has been bid for a seat, \$40,000 being asked. The highest price at which a seat was ever sold before this week was \$24,000, in 1886.

OBSTRUCTION IN THE REICHSRATH.

ENDLESS MOTIONS, AND A ROLL-CALL DEMANDED IN EACH CASE.

Vienna, Jan. 19.—In the Reichsrath to-day the Opposition resumed its obstruction and submitted endless motions, including the impeachment of individual Cabinet Ministers and the impeachment of the entire Cabinet, demanding a roll-call in each case.

IMPERIAL BANK BILL AGREED TO.

Berlin, Jan. 19.—The Federal Council has agreed upon the Imperial Bank bill, in accordance with the recommendations of its committee.

A dispatch to The Associated Press from Berlin on January 15 said a Government bill was introduced in the Reichstag that day raising the capital of the Reichsbank, or Imperial Bank, from 120,000,000 marks to 150,000,000 marks, and increasing the tax-free paper money from 20,000,000 marks to 40,000,000 marks.

NEW WARSHIPS FOR RUSSIA.

St. Petersburg, Jan. 19.—The Russian Government has ordered a new cruiser of 6,250 tons, to be constructed at the Vulcan Shipbuilding Yards, Stettin, Prussia.

It has also been decided to build in Russian yards three battleships, of about 12,800 tons each, and two cruisers, of 5,000 and 3,000 tons respectively. Numerous torpedo-boats are now in course of construction under Government orders.

THE POPE HAS INFLUENZA.

London, Jan. 19.—A dispatch to "The Daily News" from Rome says the Pope is suffering from a slight attack of influenza, which Dr. Lippini, his physician, says is not dangerous and is not likely to be so, unless complications arise.

SCHOONER LOST ON PACIFIC COAST.

San Francisco, Jan. 19.—From reports brought in by the steam collier Wyfield, Captain Carmer, an unknown schooner has gone to pieces off Point Reyes, and the probability is that all hands were lost. While off the Point, the Wyfield sailed through a floating mass of wreckage of ships' timbers, bulwarks, ballast and deck fittings, and looked as if she had been a part of a ship's coasting schooner. The name of the ship could not be found on the timbers.

A UNIVERSAL FAVORITE.

For richness of quality, dryness and flavor, Most and Chandon Champagne is unequalled. The sale of this celebrated wine is larger than that of any other brand, thus proving its universal popularity. —Adv't.

A GIANT COMBINATION.

MANHATTAN AND BROOKLYN RAILROAD UNION IN VIEW.

DEMOCRATIC POLITICIANS IN BROOKLYN POINT TO THE COMPLETION OF THE FIRST MOVES IN THE DEAL AS AN INDICATION OF WHAT IS COMING—NEW BRIDGES A PART OF THE PLAN.

If the stories of Willoughby-st. Democratic politicians, men close to McLaughlin and Croker, can be believed, Richard Croker is with ex-Governor Flower and Anthony N. Brady in their quiet but persistent endeavors to consolidate all the passenger-carrying lines of Manhattan and Brooklyn into one vast system—the greatest system of street railways, in fact, that the world has ever seen. The absorption of the Nassau by the Brooklyn Rapid Transit Company was foreshadowed nine months ago, but was denied by the principal owners, the Johnsons, and by Patrick H. Flynn. But it came about, to all intents and purposes, last week, and henceforth harmonious traffic arrangements will be dictated by the friends of Mr. Flower. That was step No. 1. The next big move is now slowly taking shape, and that is the acquisition of the elevated roads in Brooklyn by the Flower party. President Uhlmann is ready verbally to accept this proposition, but evidences are multiplying that the consolidation is already under way. That will be step No. 2. By the time that is accomplished the comparatively easy task of gobbling the Coney Island and Brooklyn-De Kalb-ave system will have become a fact. That is as far as the Brooklyn end will be carried.

MANHATTAN'S TURN NEXT.

According to the Willoughby-st. Democrats, the more sensational consolidation will take place in Manhattan by the uniting of the Manhattan Elevated and the Metropolitan Traction and Third-ave. lines. When this is accomplished the new bridges which Mayor Van Wyck seems anxious to have begun at once will be constructed with a view to accommodating lines straight across the river, to connect with the Brooklyn roads.

CROKER AND ROEPLING.

Willoughby Street Democrats point to the action of Richard Croker's son in studying to be an electrician and engineer as a significant incident, and it was asserted yesterday that young Croker would be associated for some time with Washington A. Roebling, the bridge builder, with the definite purpose of familiarizing himself with a subject which will require his attention as soon as his father's plans materialize.

While many fairy tales are spun in Willoughby-st., where "Boss" McLaughlin is away, in this case the politicians who are known to be on terms of intimacy with Mr. Croker point to the first step of the consolidation and to that "don't do, not count" and that consolidation is simply a matter of nearby destiny.

The project for a general consolidation of trolley and elevated roads in Brooklyn, which The Tribune said several weeks ago, upon good authority, was in contemplation, and about which much has been printed, and about which few days by other papers, is believed now to have a definite shape. Ex-Governor Flower denies that he is at the head of any syndicate to take over the Brooklyn roads, but combines them in one company, but admits that such a project is in view, while saying in effect that the plans have not yet matured.

SUBMARINE TORPEDO BOATS.

THE SUBJECT BEFORE THE FRENCH CHAMBER—EXPERIMENTS AT TOULON.

Paris, Jan. 19.—In the Chamber of Deputies to-day M. Paschal Grousset, Radical Socialist, introduced the question of submarine boats, in which vessel, he said, successful experiments had been conducted at Toulon, the French naval stronghold in the South of France. In so doing, which pointed out the importance of this matter, which he alleged, he further declared that a syndicate of iron manufacturers had for twelve years past opposed the construction of submarine boats and had tried to prevent the success of the experiments on these vessels. Therefore, he moved the appointment of a committee to examine the question and asked for urgency.

The Minister of Marine, M. Lockroy, opposed M. Grousset's motion on the ground that a committee of the Chamber of Deputies would be incompetent to deal with a question, which, he added, was in charge of specialists.

The trials of the Gustave Zédé, he continued, had shown that she possessed the required capabilities not only to attack and sink submarines, but also for stability under water. France, the Minister also said, was the only Power in possession of a practical submarine boat.

The Chamber rejected the motion for urgency by a vote of 357 to 121.

According to advices from Paris by way of London, the French submarine torpedo-boat Gustave Zédé was successfully tested in December last at Toulon. It was then asserted that she had torpedoed the French ironclad Magenta twice, once when the latter was at anchor and the second time when the ironclad was moving. The Minister pointed out that the only drawback was that the eddy caused by the submarine boat betrayed her movements in broad daylight at 1,500 yards. It was explained that the principle of the invention was that the boat was no longer blind, two lieutenants having invented an "eye" which facilitated submarine progress.

Another French submarine boat, the Gyronne, is armed with torpedoes, and is, he said, to be named the Mors, and is to be ready in March.

The reported success of the Gustave Zédé caused considerable enthusiasm in France, and on January 16 the "Matin" of Paris, appealed to all "true Frenchmen to sink their differences, unite in a practical way for national defense and subscribe for a submarine boat." The "Matin" headed the list with 5,000 francs, announced that the smallest subscriptions would be received, and that thus to Parliament would be shown its duty.

The Gustave Zédé is the invention of a French marine engineer, who is also the designer of the Gyronne, the former being built on the strength of the latter's plans. But the Zédé is 265 tons, while the Gyronne, which is being improved upon, is only 23 tons. Both vessels are an improvement on the "fish boat" Goubet, a stumpy craft which was not successful. The Zédé is 131 feet long, and is described as a magnificent machine, "very ornamental and useful in harbors, but useless in the open sea, where it is not equal in speed to modern war vessels."

The Mors, it was pointed out, was built on the plans of Naval Constructor Romazotti, who followed the trials of the Zédé, is nearly finished, and has all the improvements shown to be necessary by the trial of the Zédé. The Mors is described as being much smaller and more easily turned than the Zédé. She has a displacement of 140 tons and is worked by electricity. It comes to the surface to charge its accumulators, and can make use of the ironclads in a fleet for this purpose. It is armed with two torpedoes, one of which is always in the tube. When the first torpedo is fired the shot valve closes, the water is pumped out and the other torpedo is placed in position.

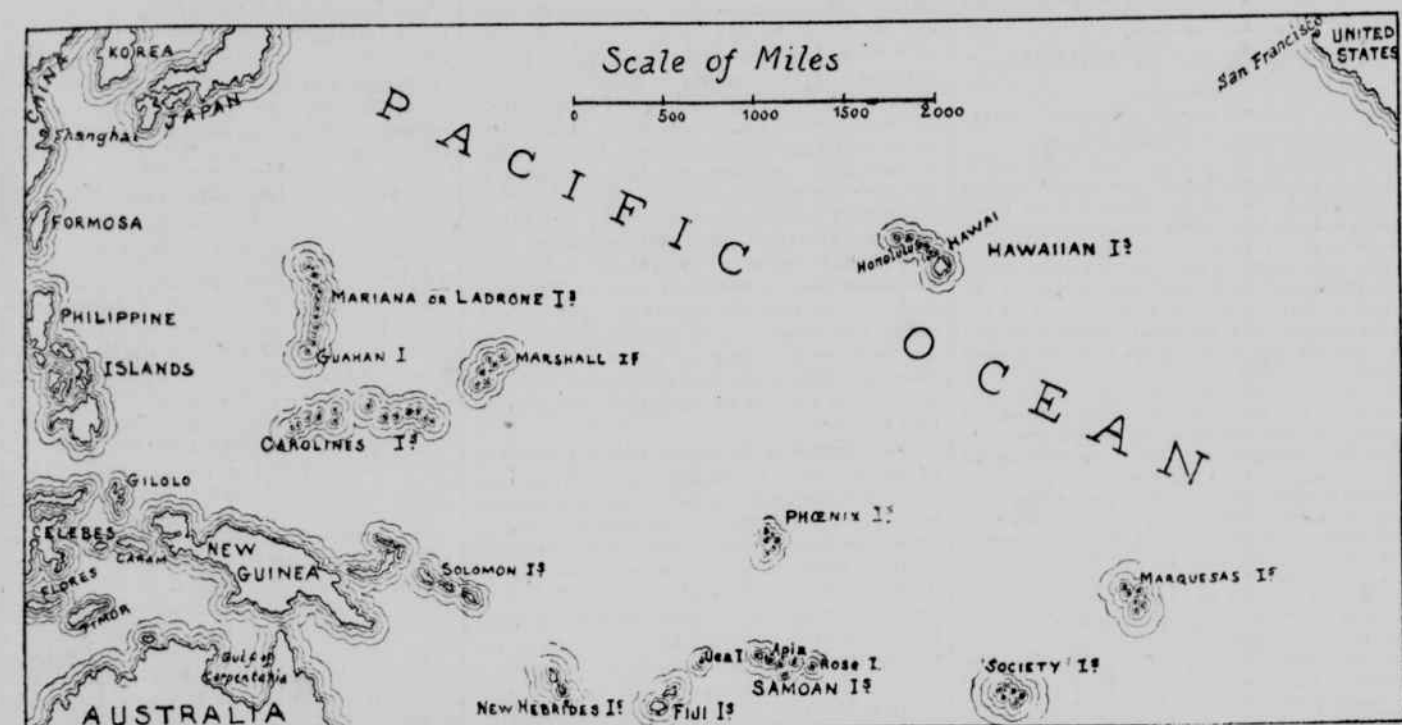
The "Autours" the paper which was held enough to publish Emilie Zola's accusations against the French Government, and French Army, touching upon the popular idea that war between Great Britain and France will break out in the spring and that the Zédé cannot be controlled, and that the trial in any case were what are popularly known as "fakes."

INDICTED FOR MURDER OF G. D. SEXTON.

Canton, Ohio, Jan. 19.—The Grand Jury returned a true bill against Mrs. Annie E. George to-day for murdering George D. Sexton, brother of Mrs. William McKinley in October, 1888. The indictment is for murder in the first degree, and the penalty on conviction is death by the electric chair.

TO CUBA.

Tri-weekly steamship service from Port Tampa to Port Line. Apply 25 Broadway.—Adv't.



MAP SHOWING THE SAMOAN ISLANDS AND THEIR RELATION TO OTHER GROUPS IN THE PACIFIC OCEAN.

the United States unless American participation in the government of the islands is to be altogether abandoned.

Such abandonment is not only wholly repugnant to the Administration, but, on the contrary, this Government has keenly regretted its inability to send naval vessels to the South Pacific on account of the strained relations with Spain, which, ever since President McKinley's inauguration, compelled such a distribution of the force afloat that the obligations growing out of the Berlin compact could not be adequately discharged. It was hoped that the prompt ratification of the Treaty of Peace with Spain would permit the release of many warships from other irksome duties, and, in anticipation of keeping one or more vessels always at Samoa, a contract was made by the Navy Department three months ago for the expenditure of \$250,000 to equip the naval station of Pago-Pago, with modern coaling facilities.

THE ORDERS TO THE PHILADELPHIA.

To meet the crisis which is now reported, the President has decided to send the Philadelphia to the scene as quickly as possible. The flagship is at present returning north from a cruise along the Central American coast, and arrived at San Diego, Cal., this morning, having sailed for that port from Acapulco, Mexico, on January 12. Secretary Long sent a telegram to Admiral Kautz, to begin coaling ship immediately and to make other necessary preparations for a long stay at Samoa. It is not expected that the Philadelphia can be ready to sail before next Wednesday, as her chief engineer is incapacitated for further duty, and his relief must join the ship. To provide for this contingency a cable dispatch was sent this morning to Captain Sigbee, of the Texas, at Havana, ordering him to detach Chief Engineer Bates from that vessel and send him at once by way of New-Orleans to join the Philadelphia at San Diego.

The Philadelphia is admirably adapted for the duty she is called upon to perform, on account of her remarkable steaming radius and armament, in addition to the advantage of being the flagship of so experienced an officer as Admiral Kautz. She carries a large secondary battery of rapid-fire guns, and has a complement of thirty-four officers and three hundred and fifty men. In September, 1893, two months after being docked, she ran from Callao to Honolulu at twelve knots speed in 433 hours, a performance unequalled by any warship of her size in the world, her rate of fuel consumption on this voyage entitling her to a coal endurance record at twelve knots of 7,100 knots. In April, 1897, after being five months out of drydock, she ran from San Diego to Honolulu at a twelve-knot speed, and had more than enough coal left to repeat the voyage in reverse direction. It would therefore be possible for the Philadelphia to cover with ease the 4,132 knots between San Diego and Apia, but she will probably stop at Honolulu, which is less than one hundred miles out of the way, and fill her coal bunkers there in order to reach Samoa with sufficient fuel for such operations as may be necessary. With a stop of three days at Honolulu it is expected the Philadelphia will arrive at Apia before February 10.

WILL BE MASTER OF THE SITUATION.

Upon the arrival of the Philadelphia at Apia she will be able from the outset to exert a controlling interest in affairs on account of her superior size, as well as in view of the fact that Admiral Kautz will be the senior naval officer present. The vessels of friendly naval Powers will therefore be practically subordinated to him in any concerted action for the preservation of order, and under these circumstances, it is believed, serious trouble will be averted, especially as the natives have always shown a disposition to regard Americans as their best friends.

The Philadelphia will not be joined by any other American ship, except perhaps the collier Nero, as she is considered sufficiently powerful

Consul demanded the keys, which demand was refused. He then broke open the doors, removed the locks and replaced them with others. He afterward brought the German Municipal President into the chamber, and the latter went upon the balcony and shouted to the British and American marines assembled on the square: "I am the Supreme Court! I am the Chief Justice!"

The crowd replied with jeers, and the British Consul demanded the keys of the building, the demand being refused.

A Scotchman named Mackie thereupon climbed on top of the building and hoisted the Samoan flag, while the British and American consuls and a number of marines invaded the building, forced the doors open and pushed the German Consul into the street.

Then the two consuls formally and legally, according to the special dispatch, opened the court and issued a warning against any further interference with its jurisdiction, threatening to arrest and imprison any one attempting to do so.

Matters, the dispatch says in conclusion, are now quiet, and the German Consul remains in his consulate.

FOUGHT FOR TWO HOURS.

MATAAFA'S FORCES FIVE TIMES AS NUMEROUS AS THOSE OF MALIETOA TANUS.

Auckland N. Z., Jan. 19.—Further particulars regarding the disturbances at Samoa show that Mataafa's followers numbered about five thousand men, and that the adherents of Malletoa Tanus were only about one thousand in number. There were two hours fighting between the rival forces, during which several of the warriors were decapitated.

The American Consul issued a proclamation stating that the Berlin Treaty had the same force as a law of Congress, and that an insult to the Supreme Court of Samoa is, therefore, equivalent to an insult to the Government at Washington.

WARSHIPS FOR SAMOA.

ONE AMERICAN AND THREE BRITISH VESSELS TO START FOR THE ISLANDS.

Wellington, N. Z., Jan. 19.—It is reported here, that, owing to the trouble at Samoa, growing out of the election of a successor to the late King Malletoa, three British warships will proceed there, and that one American warship will start for the islands from Honolulu.

THE PHILADELPHIA AT SAN DIEGO.

ADMIRAL KAUTZ SAYS THE SHIP WILL HAVE TO GO INTO DRYDOCK.

San Diego, Cal., Jan. 19.—The flagship Philadelphia, with Admiral Kautz on board, arrived this morning from Acapulco, Mexico. Admiral Kautz landed to-day at Coronado, and the dispatch stating that his vessel would be ordered to Samoa was shown to him, and that if they did it would be doubtful if the vessel could be sent on so long a voyage. In view of her present condition, which he would make known to the Department. Besides, he said, her bottom is foul, and needs cleaning and repairing badly, and the speed of the ship is reduced at least two knots thereby. The vessel would have to go first to the drydock at San Francisco.

THE NEWARK GOING TO THE PACIFIC.

TO TAKE THE PLACE OF THE PHILADELPHIA ON THAT STATION.

Washington, Jan. 19.—Orders have been sent from the Navy Department to have the cruiser Newark start with dispatches from the New-York Navy Yard for the Pacific Station by way of the Straits of Magellan. The Newark is a powerful protected cruiser of about the same type and power as the Philadelphia, whose place she will take on the station, the Philadelphia she will take on the station, the Philadelphia she will take on the station, the Philadelphia she will take on